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DIRECTORATE OF  
INTELLIGENCE

# Intelligence Memorandum

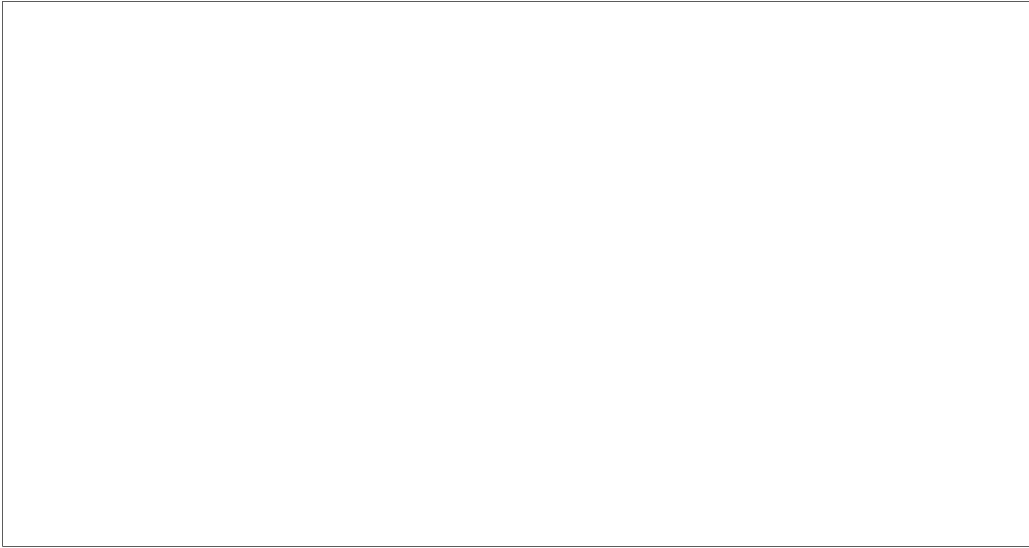
*Foreign Shipping to North Vietnam  
During October 1967*

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Nº 161

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**SECRET**Foreword

The data in this memorandum are preliminary and subject to modification as additional information becomes available. Significant changes may occur in ship arrivals and cargoes from Communist China and, to a lesser extent, in cargoes carried by ships of the Free World. Soviet and Eastern European ship arrivals and cargoes and Free World arrivals are not likely to be changed significantly. To reflect changes in previous reports, a table showing monthly arrivals, by flag, is included in this memorandum. Weights of cargoes are expressed in metric tons.

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CENTRAL INTELLIGENCE AGENCY  
Directorate of Intelligence

INTELLIGENCE MEMORANDUM

Foreign Shipping to North Vietnam  
During October 1967

Summary

The number of foreign ships calling at North Vietnam and the volume of identified imports and exports in October were higher than in September but still well below the monthly averages for the first nine months of 1967.\* Imports of bulk foodstuffs, however, were 64 percent above the average for the first nine months. Layover times for ships in Haiphong continued to decrease from the high level recorded in August. Soviet ships accounted for one-half of the 26 arrivals in October, as shown in Figure 1 and the following tabulation:

*\* For details on ship arrivals as well as identified imports and exports carried on foreign-flag ships, see Tables 1 through 4.*

*Note: This memorandum was produced by CIA. It was prepared by the Office of Economic Research and information on ship arrivals was coordinated with the Naval Intelligence Command; the estimates and conclusions represent the best judgment of the Directorate of Intelligence as of November 1967.*

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Flag	Monthly Averages <sup>a/</sup>			
	Sep 1967	Oct 1967	Jan-Sep 1967	Jan-Sep 1966
<i>Total Arrivals</i>	25	26	33.6	31.1
<u>Communist countries</u>	18	20	27.2	24.2
USSR	8	13	15.2	10.4
Eastern Europe	2	1	2.9	3.1
Communist China	8	6	9.0	10.6
Cuba			0.1	0.1
<u>Free World</u>	7	6	6.3	6.9
United Kingdom	6	6	5.2	4.7
Others	1	0	1.1	2.2

a. Because of rounding, components may not add to the totals shown.

Identified seaborne imports totaled 88,500 tons, an increase of 22 percent over September, but well below the average of 113,700 tons for the first nine months of 1967. Imports of food-stuffs -- mostly from the USSR and Communist China -- totaled 58,000 tons. Petroleum imports of 12,500 tons were more than twice the September level but only 61 percent of the monthly average for the first nine months of 1967. For the first time since at least January 1965, there were no imports of fertilizer. Imports of miscellaneous and general cargoes were only 18,000 tons, the lowest level of the year. No seaborne imports of arms or ammunition were detected.

Identified seaborne exports from North Vietnam increased from 10,600 tons in September to 25,200 tons in October, or about one-half the monthly average during the first nine months. Coal exports, which made up about three-fourths of North Vietnam's exports through September, remained at a low level, apparently as a result of the cumulative effect of airstrikes. No seaborne exports of apatite, cement, or pig iron were detected.

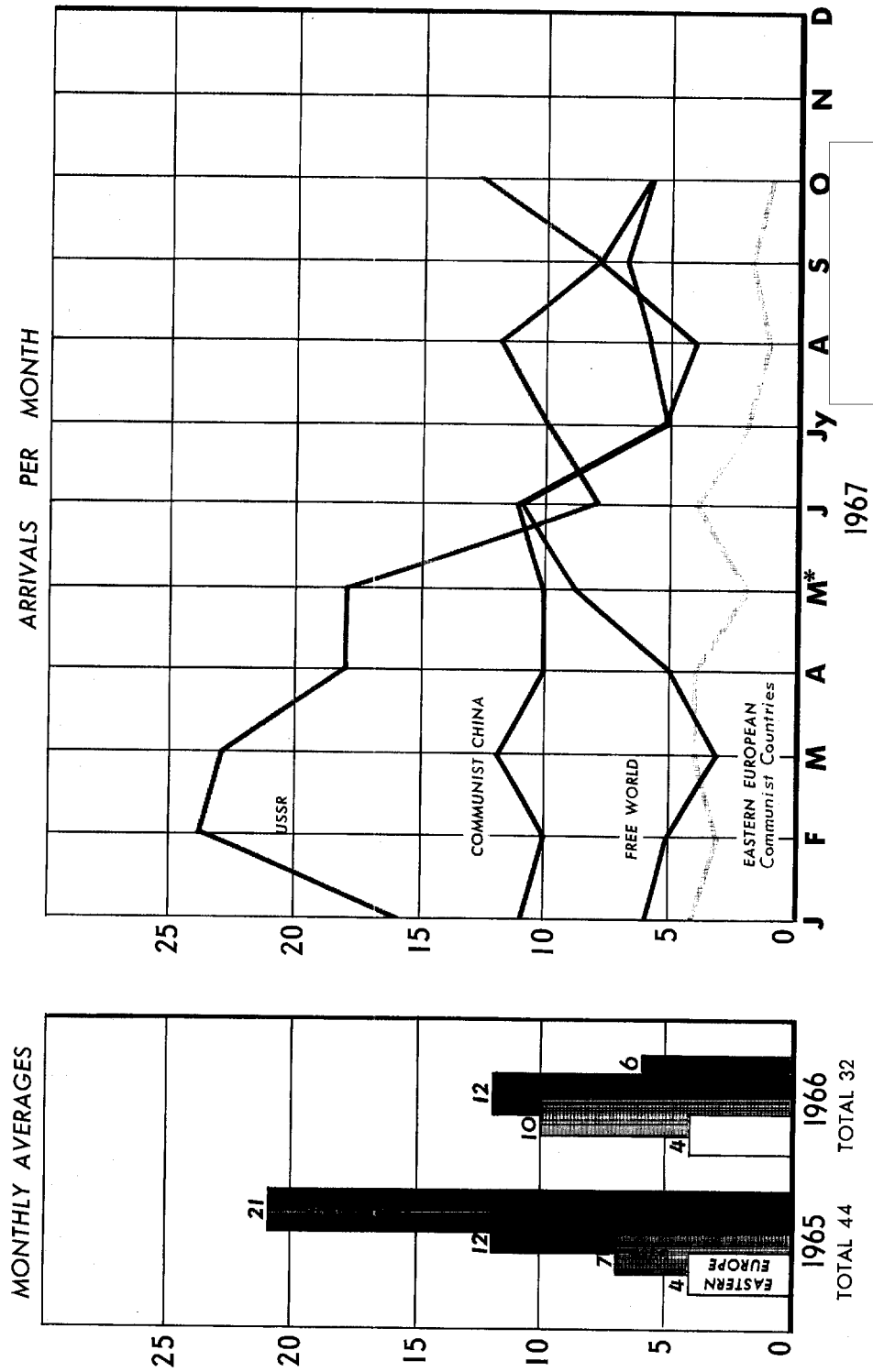
At least three ships (two Soviet and one Free World) discharged cargoes at the coal port of Hon Gay during October. The receipt of this much incoming cargo at Hon Gay is unusual and in two cases, at least, may indicate the diversion of cargoes that would ordinarily have been discharged at Haiphong.

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# North Vietnam: Foreign Ship Arrivals

Figure 1



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\* Excluding One Cuban Ship

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The Situation in Haiphong (see Figure 2)

1. Layover times for foreign freighters that departed from Haiphong in October averaged 19 days, compared with 20 days in September and a peak of 33 days in August.\* This improvement is attributable principally to decreases in ship arrivals and cargoes since early July. Ship arrivals and import cargoes averaged 24 ships and 85,000 tons per month during July-October, compared with an average of 39 ships and 128,000 tons per month during January-June. As in previous months, priority in unloading was given to ships that carried foodstuffs.

2. Even though the volume of imports to Haiphong has decreased significantly in recent months, open storage areas near the wharves in Haiphong remain filled, and material continues to be stored in the streets (see Figure 3). This accumulation probably consists of goods not immediately needed, such as industrial equipment, and may reflect an attempt to take advantage of the safe haven offered by the proximity of foreign ships. Although intensified bombing of Haiphong's transportation routes has made the movement of goods out of the port more time consuming and less efficient, several highway ferries and pontoon bridges are available to compensate for the destroyed bridges in Haiphong.

3. Railroad transport out of Haiphong was stopped in late September when the only railroad/highway bridge serving the port was interdicted. However, trains can move on the Hanoi-Haiphong line to this point, only a few miles from the port area. Trucks and watercraft can be used to

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\* Many of the ships that departed during July-August had been in port for two months or more. This caused average layover times to be highest for ships that departed during August, even though congestion was greater during May, June, and July.

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move goods to the rail line for further shipment or out of the port to their ultimate destinations. The use of pontoon bridges and ferries enables imports to move by truck and the extensive inland waterway system permits increasing quantities of cargo to be moved out of Haiphong by watercraft. Discharging cargo into lighters and small craft, however, is a somewhat slower process than discharging onto a wharf. North Vietnam has received more than 100 lightering craft (barges, lighters, and LCM's) thus far in 1967 and has contracted for at least 100 to be delivered during the remainder of 1967 and in 1968.

4. Greater use was made of the port of Hon Gay in October for discharging imports. Three ships unloaded cargo there, two Soviet ships with flour and a Hong Kong-based British-flag ship with coal briquets for cooking. In the case of the flour shipments, it is probable that delivery was made at Hon Gay either because of a shortage of covered storage in Haiphong or the likelihood of more prompt distribution to the interior out of Hon Gay.

5. Silting of the channel at the entrance to Haiphong Harbor continues to delay ships loaded to drafts that permit entry only at extreme high tide (see Figure 4). The most deeply loaded ship to enter the harbor in October was drawing slightly in excess of 25 feet.

6. Silting probably is responsible for the smaller amounts of cargo carried to Haiphong by Soviet ships from the Black Sea. The last three arrivals from the Black Sea delivered an average of 4,800 tons each, whereas the 30 arrivals during January to August delivered an average of 7,500 tons each. Soviet ships en route to Haiphong currently are discharging a higher percentage of their cargoes at Indonesia and Singapore than in the past.

#### Communist Shipping

7. Thirteen Soviet ships arrived in October, compared with a monthly average of 15 in the first nine months of 1967. These 13 ships carried 38,800 tons of cargo to North Vietnam,

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Figure 2. Panorama of Main Berthing Area for Oceangoing Ships at Haiphong, 3 October 1967

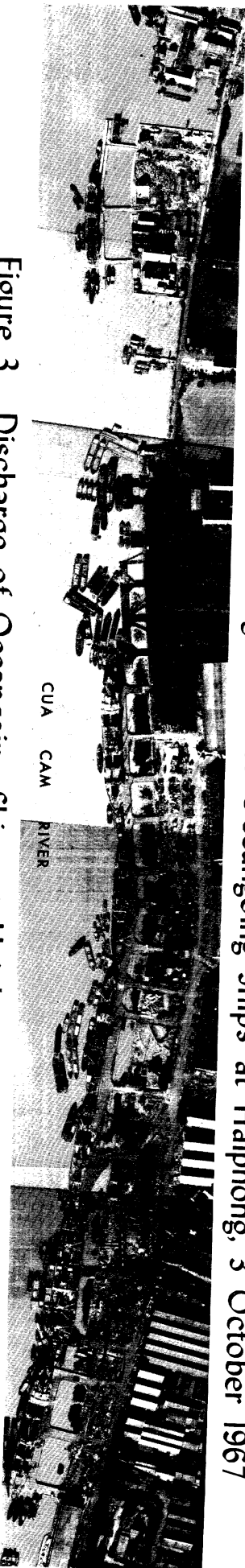
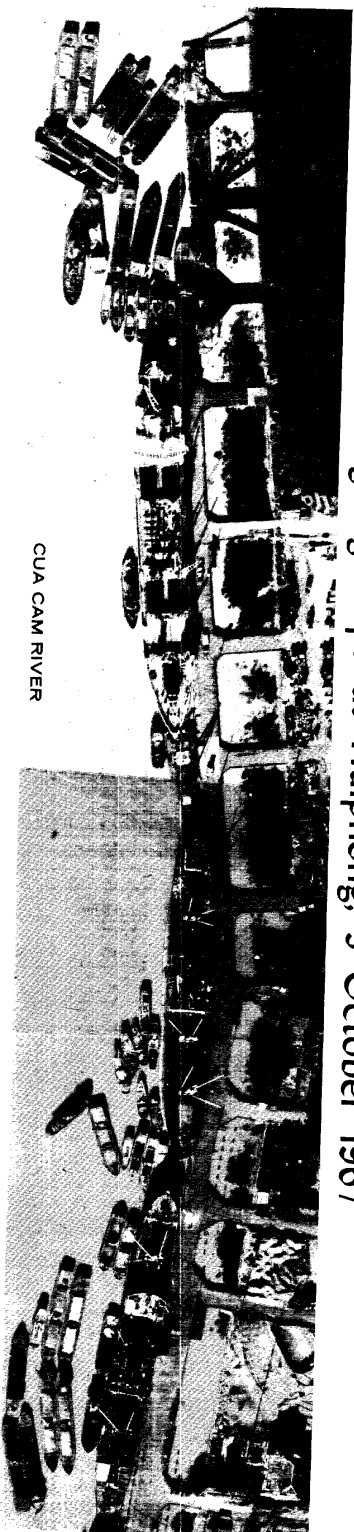
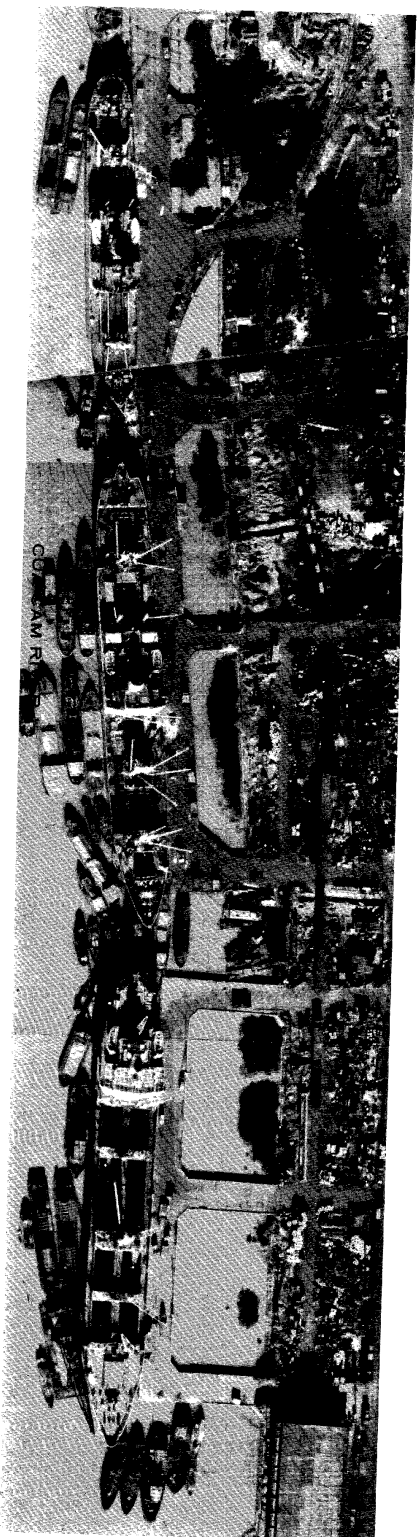


Figure 3. Discharge of Oceangoing Ships at Haiphong, 3 October 1967

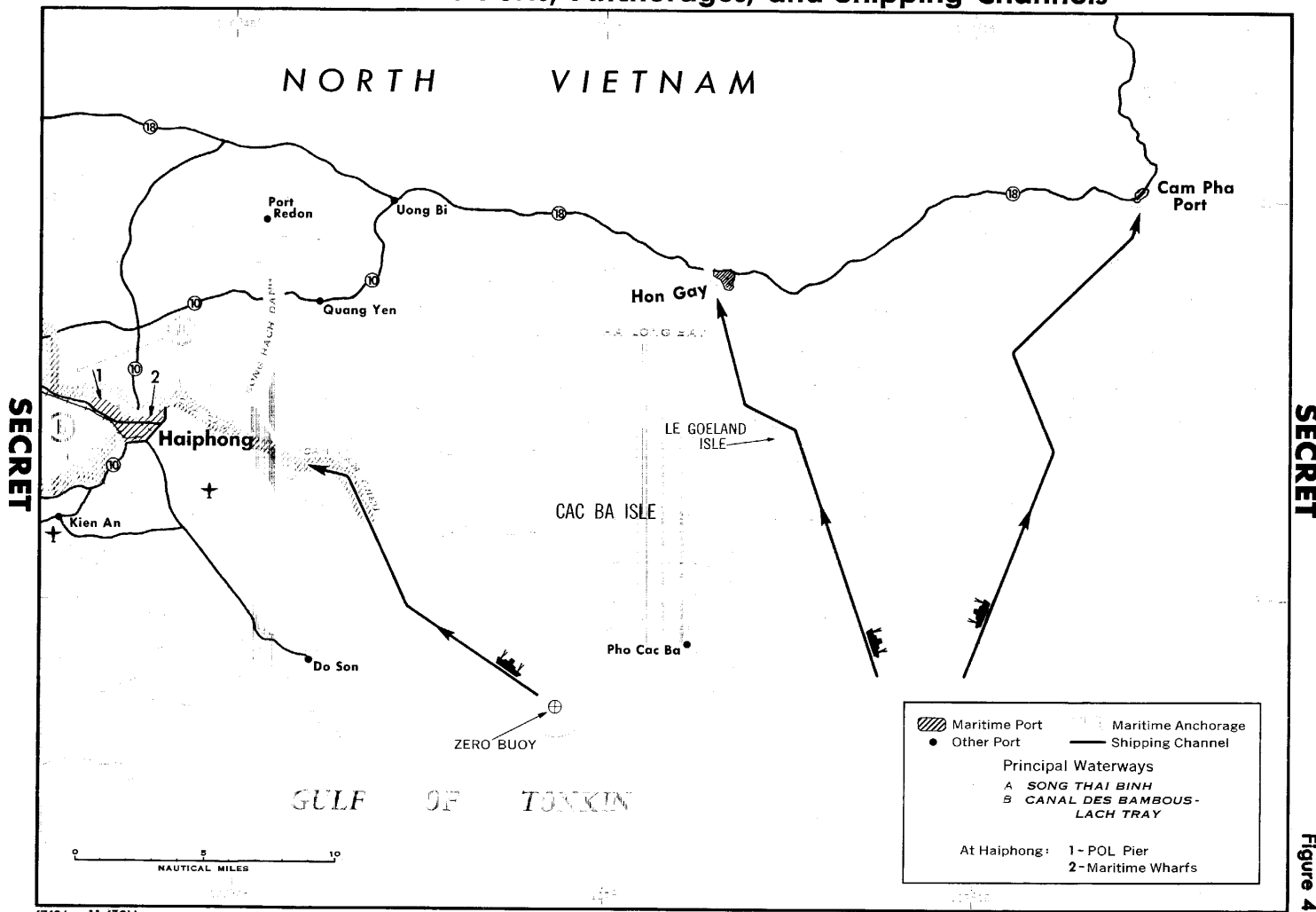


Chamber of Commerce  
Wharf 1--West End



Chamber of Commerce  
Wharves 2 and 3--East End

# **NORTH VIETNAM: Maritime Ports, Anchorages, and Shipping Channels**



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considerably less than the monthly average of 56,900 tons during the first nine months of 1967. Eleven of the Soviet ships arrived from the Soviet Far East -- seven with flour, one with foodstuffs and general cargoes, and three (tankers) with petroleum products. One Soviet ship arrived from the Black Sea\* with general cargo and another arrived in ballast at Cam Pha from Singapore to load coal for Japan.

8. Eleven Soviet ships departed from North Vietnam in October. Four went to Japan (two dry cargo ships with coal and two tankers in ballast), two went to North Korea with general cargo, one returned to Vladivostok with general cargo to be discharged en route at Singapore and North Korea, and four went directly to the Soviet Far East (three in ballast and one with general cargo).

9. All six of the Chinese Communist ships that arrived in North Vietnam in October came directly from China. Four carried rice, one carried general cargo, and one carried rice and general cargo. The eight Chinese ships that departed in October sailed directly to China -- three with coal, one with general cargo, and four in ballast.

10. The single Eastern European ship that arrived in October was a Polish liner in service between Europe and the Far East. It carried general cargo from Eastern and Western Europe and Hong Kong,\*\* and packaged petroleum from Hungary. Two Eastern European ships (both Polish flag) departed from North Vietnam in October with general cargo for Europe.

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\* During the first nine months of 1967, arrivals of Soviet ships from the Black Sea averaged four per month. Six Soviet ships are currently en route to North Vietnam from the Black Sea. At least four of them are expected to arrive in November.

\*\* The cargo from Hong Kong was transshipped at Singapore.

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11. The six Free World ships that arrived at North Vietnam in October delivered 26 percent of North Vietnam's identified seaborne imports. All six were Hong Kong-owned British-flag ships that sailed directly to North Vietnam from China. Five were under Chinese time charter and delivered bulk food, coal cars, and general cargo, and one was under North Vietnamese charter and delivered corn. Six Free World ships departed from North Vietnam -- five in ballast for China and one with general cargo for Singapore.

Cargoes

12. Identified imports delivered to North Vietnam by foreign ships in October totaled 88,500 tons, 22 percent below the monthly average for the first nine months of 1967. Increased imports of bulk food were more than offset by unusually small tonnages of miscellaneous and general cargoes, a low volume of petroleum, and no imports of fertilizer. A comparison of October imports with average monthly imports for the first nine months of 1967 is shown in the following tabulation:

<u>Seaborne Imports</u>	<u>Thousand Tons</u>	
	<u>October</u>	<u>Monthly Average for January-September</u>
<i>Total</i>	88.5	113.7
Bulk foodstuffs	58.0	35.4
Fertilizer	0	14.9
Petroleum	12.5	20.6
Timber	0	1.4
Miscellaneous	18.0	41.4

13. Seaborne imports of petroleum increased to 12,500 tons from the low for the year of 5,500 tons in September but were still far below the monthly average of 20,600 tons for the first nine months of the year. Three Soviet tankers delivered

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12,100 tons of petroleum products from Vladivostok, probably discharging mostly into barges at night. The remaining petroleum imports, 400 tons of ball-bearing grease from Hungary, were delivered by a Polish dry cargo ship.

14. There were no imports of fertilizer in October for the first time since at least January 1965. Fertilizer imports fell from an average of 18,600 tons per month during the first half of 1967 to an average of 5,500 tons per month during July-October. The level of fertilizer imports in the first ten months of 1967 was 31 percent less than in the first ten months of 1966 but 3 percent more than in the first ten months of 1965. It is possible that stockpiling occurred in 1966, enabling North Vietnam to reduce imports in 1967.

15. Imports of foodstuffs totaled 58,000 tons, 64 percent above the average for the first nine months of 1967 but slightly below imports during the peak months of May and June. North Vietnam received 36,000 tons of foodstuffs (including rice, corn, potatoes, and soybeans) from Communist China and a record-breaking quantity of flour from the Soviet Far East -- 22,000 tons. The unusually high volume of imports of grain and grain products during October suggests an effort by the North Vietnamese to compensate for their second successive poor fall harvest.

16. Identified seaborne imports of miscellaneous and general cargoes in October dropped to 18,000 tons, 44 percent of the monthly average for the first nine months of 1967. Imports of general cargoes from the USSR (4,700 tons) and Eastern Europe (2,000 tons) were far below monthly averages of 15,300 tons from the USSR and 10,800 tons from Eastern Europe during the first nine months of the year. The volume of general cargo from Communist China totaled 10,000 tons, 21 percent below the monthly average during January-September. The remaining general cargoes came from Free World countries -- 1,000 tons from Western Europe and 300 tons from Hong Kong.

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17. Although seaborne exports increased from the record low of 10,600 tons in September to 25,200 tons in October, they remained 53 percent below the monthly average during the first nine months of 1967. Coal exports increased from 9,300 tons in September to 14,800 in October -- 5,300 tons for Japan and 9,500 tons for China. Coal exports, which had averaged 48,300 tons per month during January-July 1967, averaged only 13,500 tons during August-October, apparently as a result of increased bomb damage to coal-processing facilities in the Cam Pha area. The cumulative effects of periodic airstrikes since early 1965 on North Vietnam's ability to export coal are shown in the following tabulation:

Monthly Volumes of Coal Exports (Thousand Tons)				
<u>Average</u>				
	<u>1965</u>	<u>1966</u>	<u>Jan-Sep 1967</u>	<u>Oct 1967</u>
Cam Pha	86.1	64.4	30.2	6.5
Hon Gay	9.7	13.8	10.2	8.4
<i>Total a/</i>	<i>95.8</i>	<i>78.2</i>	<i>40.4</i>	<i>14.8</i>

a. Because of rounding, components may not add to the totals shown.

18. Exports of miscellaneous and general cargoes -- including jute, tin, and coffee -- rebounded from the record low in September of 1,300 tons to 10,400 tons in October, the highest total since June and 3,700 tons above the monthly average during the first nine months of 1967.

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Table 1

North Vietnam: Foreign-Flag Ship Arrivals  
January-October 1967 and 1966

Flag	January-October 1967											January-October 1966		
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Total Arrivals	Percent a/	Total Arrivals	Percent a/
Total	<u>37</u>	<u>42</u>	<u>42</u>	<u>37</u>	<u>40</u>	<u>34</u>	<u>22</u>	<u>23</u>	<u>25</u>	<u>26</u>	<u>328</u>	<u>100.0</u>	<u>310</u>	<u>100.0</u>
Communist Countries	<u>31</u>	<u>37</u>	<u>32</u>	<u>32</u>	<u>31</u>	<u>23</u>	<u>17</u>	<u>17</u>	<u>18</u>	<u>20</u>	<u>265</u>	<u>80.8</u>	<u>246</u>	<u>79.4</u>
USSR	16	24	23	18	18	8	10	12	8	13	150	45.7	102	32.9
Eastern Europe	4	3	4	4	2	4	2	1	2	1	27	8.2	35	11.3
Albania						1					1	0.3	2	0.6
Bulgaria	2	1	1								4	1.2	7	2.3
Poland	2	2	3	4	2	3	2	1	2	1	22	6.7	26	8.4
Communist China	11	10	12	10	10	11	5	4	8	6	87	26.5	108	34.8
Cuba					1						1	0.3	1	0.3
Free World	<u>6</u>	<u>5</u>	<u>3</u>	<u>5</u>	<u>9</u>	<u>11</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>6</u>	<u>63</u>	<u>19.2</u>	<u>64</u>	<u>20.6</u>
Cyprus		1		1	1	1		1			5	1.5	10	3.2
Greece													7	2.3
Italy						1			1		2	0.6	1	0.3
Malta		1			1			1			3	0.9	4	1.3
United Kingdom	6	3	3	4	7	9	5	4	6	6	53	16.2	42	13.5

a. Because of rounding, components may not add to the totals shown.

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Table 2

North Vietnam: Tonnages of Foreign-Flag Ship Arrivals a/  
September 1967, October 1967, and January-October 1967 and 1966

Type of Ship and Flag	1967						January-October 1966	
	September		October		January-October		Arrivals	Thousand Gross Register Tons
	Arrivals	Thousand Gross Register Tons	Arrivals	Thousand Gross Register Tons	Arrivals	Thousand Gross Register Tons		
Total	<u>25</u>	<u>138.2</u>	<u>26</u>	<u>111.9</u>	<u>328</u>	<u>1,614.1</u>	<u>310</u>	<u>1,788.7</u>
Dry cargo	24	134.9	23	102.0	293	1,468.8	294	1,661.9
Tanker	1	3.4	3	9.9	35	145.3	16	126.8
Communist Countries	<u>18</u>	<u>99.5</u>	<u>20</u>	<u>80.6</u>	<u>265</u>	<u>1,303.6</u>	<u>246</u>	<u>1,422.1</u>
USSR	8	48.8	13	52.7	150	755.3	102	743.8
Eastern Europe	2	16.5	1	5.7	27	209.9	35	262.0
Communist China	8	34.2	6	22.2	87	329.0	108	406.6
Cuba	0	0	0	0	1	9.5	1	9.7
Free World	<u>7</u>	<u>38.7</u>	<u>6</u>	<u>31.2</u>	<u>63</u>	<u>310.5</u>	<u>64</u>	<u>366.6</u>

a. The aggregate tonnage of ships calling does not necessarily reflect the actual volume of cargoes moving into and out of North Vietnam, but these data are of value as indications of relative changes in the volume of shipping. Because of rounding, components may not add to the totals shown.

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Table 3

North Vietnam: Identified Imports Carried by Foreign-Flag Ships a/  
 October 1967, and January-October 1967 and 1966

Thousand Metric Tons

Flag	October 1967				January-October	
	Petroleum	Bulk Foodstuffs	Miscellaneous	Total b/	1967	1966
Total	<u>12.5</u>	<u>58.0</u>	<u>18.0</u>	<u>88.5</u>	<u>1,111.5</u>	<u>755.4</u>
Communist Countries	<u>12.5</u>	<u>42.0</u>	<u>11.2</u>	<u>65.7</u>	<u>861.6</u>	<u>602.7</u>
USSR	12.1	22.0	4.7	38.8	551.2	463.7
Eastern Europe	0.4	0	3.3	3.7	90.8	85.5
Communist China <u>c/</u>	0	20.0	3.2	23.2	207.3	49.5
Cuba	0	0	0	0	12.2	4.0
Free World	<u>0</u>	<u>16.1</u>	<u>6.8</u>	<u>22.8</u>	<u>249.9</u>	<u>152.8</u>

a. Identified imports include some estimates of bulk cargoes, using methods which have proved to be highly reliable. Because of rounding, components may not add to the totals shown.

b. No imports of fertilizer or timber were detected in October.

c. An additional unknown quantity of imports may have been carried by Chinese Communist ships.

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Table 4

North Vietnam: Identified Exports Carried by Foreign-Flag Ships a/  
 October 1967, and January-October 1967 and 1966

Flag	Thousand Metric Tons				
	October 1967			January-October	
	Coal	Miscellaneous	Total b/	1967	1966
Total	<u>14.8</u>	<u>10.4</u>	<u>25.2</u>	<u>509.2</u>	<u>964.2</u>
Communist Countries	<u>14.8</u>	<u>9.5</u>	<u>24.3</u>	<u>444.0</u>	<u>615.5</u>
USSR	5.4	4.1	9.4	232.3	241.8
Eastern Europe	0	4.4	4.4	52.3	87.0
Communist China <u>c/</u>	9.5	1.0	10.5	154.0	277.7
Cuba	0	0	0	5.4	9.0
Free World	<u>0</u>	<u>0.9</u>	<u>0.9</u>	<u>65.2</u>	<u>348.7</u>

a. Identified exports include some estimates of bulk cargoes, using methods which have proved to be highly reliable. Because of rounding, components may not add to the totals shown.

b. No exports of apatite, cement, or pig iron were detected in October.

c. An additional unknown quantity of exports may have been carried by Chinese Communist ships.

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